

scheduled take off and landing slots are controlled by the major carriers at these key hub airports. The airports are: New York's Kennedy and LaGuardia airports; Chicago's O'Hare; and Washington's National airport. For meaningful competition to develop, new entrant carriers must have a real opportunity to provide service in those markets. Of the more than 3,100 domestic air carrier slots at these four airports, fewer than forty-five slots are held by all the new entrant air carriers combined. Moreover, foreign air carriers have more than twice as many slots as domestic new entrant air carriers combined. Most of these slots were grandfathered to the major carriers more than a decade ago. The slots are government property, and it is time that the federal government use them to benefit the taxpaying public rather than just a handful of airlines.

In order to remedy this barrier to competition, the bill would give the Secretary the authority to create and, as a last resort, withdraw and auction slots at each slot-controlled airport for assignment to new entrant air carriers and other carriers with very limited access. The Secretary would be authorized to use pro-consumer criteria to withdraw slots from a carrier who is not using its slots in a competitive fashion. If there is a withdrawal of slots for an auction, the Secretary may not auction more than ten percent of existing slots for the first auction and five percent for each succeeding auction. Auctions may not take place earlier than two years from each preceding auction. Income from any auctions would finance improved airport infrastructure for the American public.

Slot possession at the four key airports where such controls are in place is a major issue, but questions like long-term exclusive gate leases at other airports represent just as nearly insurmountable obstacles to meaningful competition in the airline industry. For that reason, it makes good sense that such arrangements be reviewed. The bill would direct the Secretary to issue a study on the ability of and proposals for new entrant air carriers and those with limited access at major hub airports to obtain gates and other facilities at airports on terms substantially equivalent to the terms provided to the major carriers already using airport facilities. The airfield must become a level playing field for competition.

It is important that the American public have access to useful information about the market and who in the industry is providing the best consumer value. Various studies by the General Accounting Office and private organizations have shown that concentration in the domestic airline industry is at extraordinarily high levels and continues to grow. Where such concentration exists, fares have increased with a significant impact on residents and businesses in those communities. In order to evaluate consumer value and review potential implications of market concentration at hub airports, the bill would require the Secretary to prepare two quarterly reports for the public. One would rank the top and bottom ten domestic routes with regard to their average cost to the passenger, and the second would rank the large hub airports by market concentration and identify the market share of each airline operating at each of those airports. As has

been said, sunlight is the best disinfectant; let's let it shine on the airline industry.

At best, the promised benefits of deregulation have not been fully realized. The traveling public is still captive to monopolized routes and airports. Indeed, since 1978, the Nation has endured unregulated monopoly on many routes and airports. Indeed, since 1978, the Nation has endured unregulated monopoly on many routes. While I fully support the goals of competition, two decades of experience reveal consolidation, diminished choice, and higher prices in many markets. To the extent that deregulation has failed, the Congress should respond and correct its course. Full and fair competition is what consumers demand and deserve. When any carrier dominates a hub, it can lose its edge and the incentive to meet consumer needs. This ought not be the case. The Congress has the opportunity to act now to remedy the defects in the law that permit our constituents to be exposed to undue and intolerable grief.

The American public has been held hostage by the poor service and excessive fares at the hands of the cartels in the air for too long. That is why I am pleased to introduce this bill to generate legitimate competition and secure appropriate protections for the country's airline passengers. To my friends in the airline industry, I want to observe that one airline executive recently told me that a good airline should be doing these things anyway. While the airlines may feel their best option is to fight and hope to block this bill in Congress, I believe it would be vastly preferable to start working to solve these problems on their own. As with any problem, the first step on the road to recovery is to stop denying and start accepting. Today, the major airlines are the guests of honor at my "intervention."

The "Passenger Entitlement and Competition Enhancement Act" is common sense legislation that responds to the call for fair play and substantial justice in the airline industry. I applaud the efforts of my colleagues who are helping to advance the message of our constituents, which I began to carry last year, and ask that they join me at their earliest opportunity.

TRIBUTE TO ROBERT D. COCHRAN

HON. ROBERT T. MATSUI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 23, 1999

Mr. MATSUI. Mr. Speaker, I am honored to rise in tribute to Mr. Robert D. Cochran who will retire after more than thirty years of public service as a member of the Southgate Recreation and Park District Board of Directors in Sacramento, California.

Mr. Cochran has made an outstanding contribution to the Southgate Recreation and Park District. As a dedicated board member, he has ensured that this special district operates efficiently and has advocated the need for updates to many of its policies and procedures.

From 1971 until 1974 Mr. Cochran served on the Board of Directors of the California Association of Recreation and Park Districts. He has also been active in the Sacramento Council of Recreation and Park Agencies.

In 1995 Mr. Cochran was recognized as a Distinguished Board Member by the California Special Districts Association. He was nominated for that honor by the very employees and board members with whom he serves in the Southgate Recreation and Park District.

As a senior board member of an organization which oversees 35 parks and millions in assessment dollars, Mr. Cochran's contributions to his community have been invaluable. I salute his tireless commitment to public service.

Mr. Cochran's remarkable work has earned him re-election to the Southgate Recreation and Park District Board of Directors every term since 1970. His staying power is a testament to his efficacy as a special district trustee.

Mr. Speaker, I ask all of my colleagues to join me in recognizing Robert D. Cochran every success in all of his future endeavors in Banning, California.

IN RECOGNITION OF MS. MARSHA SHARP

HON. LARRY COMBEST

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 23, 1999

Mr. COMBEST. Mr. Speaker, I am most honored to rise today to extend my sincere congratulations to Ms. Marsha Sharp, head coach of the Texas Tech University Lady Raiders basketball team, for being inducted into the Texas Women's Hall of Fame. Coach Sharp was selected as one of only seven women to receive this prestigious honor, which I know she richly deserves.

Coach Sharp is in her 17th season as head coach of the Texas Tech Lady Raiders. Her professionalism, love of the game, remarkable coaching talents, and winning attitude have left her only five victories short of 400 victories while at Texas Tech, and a record of 395-128. Coach Sharp is widely respected by her players, her colleagues, and Lady Raider fans.

Throughout her career at Texas Tech, Coach Sharp has been recognized for her outstanding coaching abilities by other associations. She was the 1998 Big 12 Coach of the Year in women's basketball. In 1993, the Texas Tech Lady Raiders forged ahead to bring home the coveted NCAA national championship title, and Coach Sharp, the force behind the success, was named the National Coach of the Year in 1993 by the Women's Basketball News Service and the Columbus, Ohio Touchdown Club. She received the same honor in 1994 from the Women's Basketball Coaches Association. While Texas Tech University was still in the Southwest Conference, she was named the women's basketball coach of the year an impressive seven times.

Away from the game, Coach Sharp has served on the WBCA Board of Directors, Converse Coach of the Year Committee, Kodak All-American Selection Committee, NCAA Regional Selection Committee, Southwest Conference Tournament Committee, and Texas Girls Basketball Association Committee. She presently serves as the director for the Lady Raider Basketball Camps, and is actively involved with Special Olympic Celebrity fund